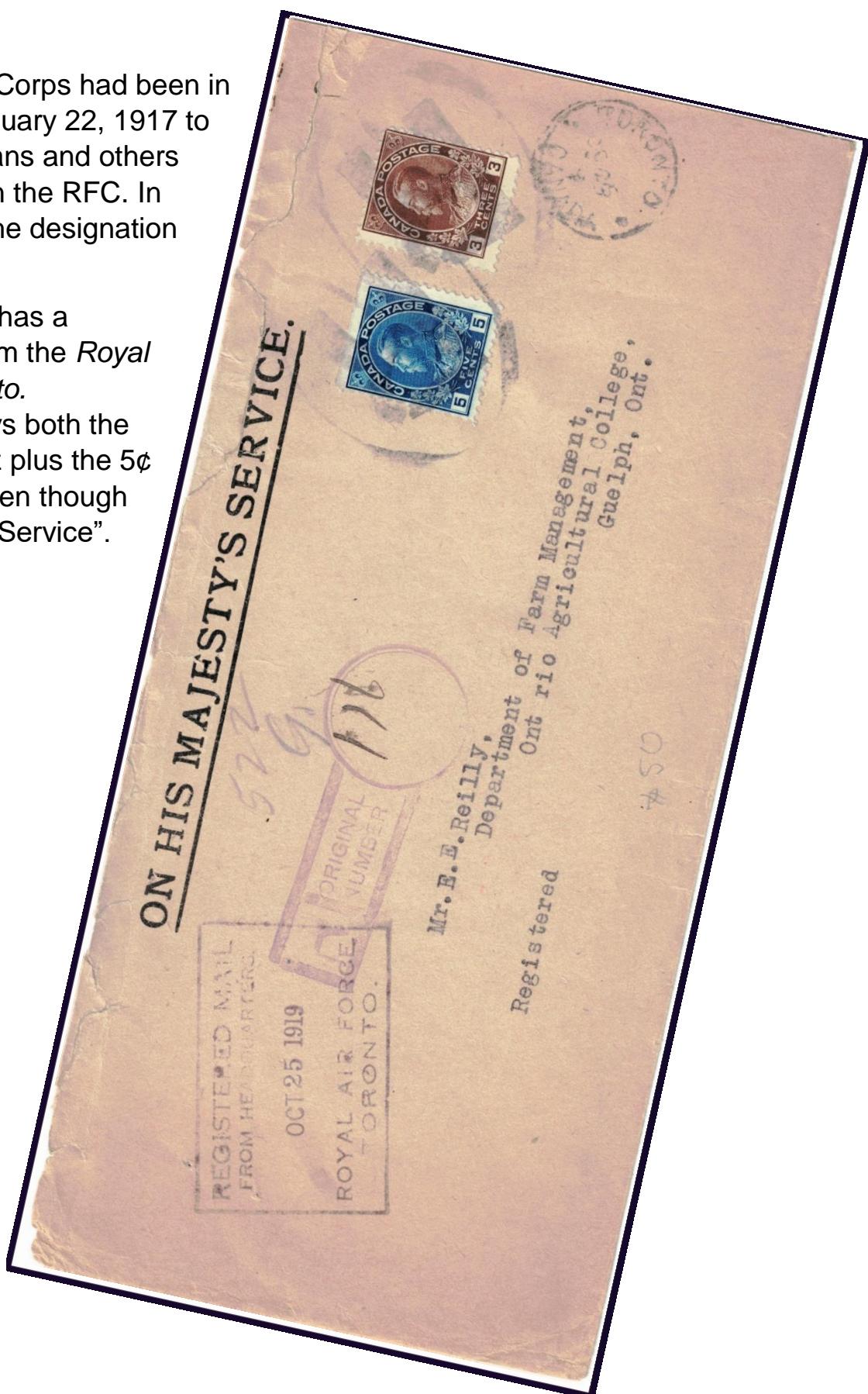


Military Toronto – 1919 – World War I – Royal Air Force

The Royal Flying Corps had been in Canada since January 22, 1917 to help train Canadians and others who wished to join the RFC. In 1918 it received the designation *Royal Air Force*.

The cover shown has a registered box from the *Royal Air Force – Toronto*.

Interestingly it pays both the letter rate of 3¢/oz plus the 5¢ registration fee even though “on His Majesty’s Service”.



1917 Jan 22

"advance party of an RFC training brigade arrives in Toronto. In next few months training campus set up at Long Branch, Camp Borden, North Toronto *(Leaside and Armour Heights) Beamsville and Deseronto." Baily and Toop p 254

1918 April 1

In 1918 the RAF (Royal Air Force) was formed with a merger of the RFC (Royal Flying Corps) and the Royal Naval Air Service.

1918 June 5

At the suggestion of the Admiralty the Canadian Government agreed to establish two air stations at Halifax and Syudney NS for anti-submarine operations

The Canadian Air Force

(CAF) was a contingent of two Canadian air force [squadrons](#) – one fighter and one bomber – authorized by the British Air Ministry in August 1918 during the close of the [First World War](#). The unit was independent from the [Canadian Expeditionary Force](#) and the British [Royal Air Force \(RAF\)](#).

In addition to the two squadrons, a CAF Directorate of Air Services was formed, which was a branch of the *General Staff of the Overseas Military Forces of Canada*. The CAF's first commander, [Lt. Col. W. A Bishop](#) began setting up the squadrons in August 1918. The two squadrons never fought during the war, which ended on 11 November 1918. The squadrons were administered by No. 1 Wing CAF, which was formed in March 1919.

Both squadrons were stationed in the [United Kingdom](#) at [Upper Heyford](#) and later, [Shoreham-By-Sea, Sussex](#). All aircraft, equipment and training facilities were provided by Britain. Recruiting, pay and clothing, however, was a Canadian responsibility.

The British government cut funding for the squadrons in June 1919. The Canadian government decided that a permanent peacetime air force was not needed and so both squadrons ceased operations: No. 1 Squadron on January 28, 1920, and No. 2 Squadron on February 5, 1920. Aircraft and associated equipment were sent back to Canada. The Directorate of Air Services was dissolved on 5 August 1920.

This Canadian Air Force was Canada's second attempt at creating a relatively independent air force, the first being the creation of the [Canadian Aviation Corps](#) in 1914. Another [Canadian Air Force](#) would be established in 1920 as part of the [Air Board](#) in Canada and would exist until the [Royal Canadian Air Force](#) was established in 1924.

https://en.wikipedia.org/wiki/Canadian_Air_Force_%281918%E2%80%9320%29

The **Royal Flying Corps Canada** was established by the RFC in 1917 to train aircrew in Canada. Air Stations were established in southern Ontario at the following locations:

- [Camp Borden](#) 1917–1918

- [Armour Heights Field](#) 1917–1918 (pilot training, School of Special Flying to train instructors)
- [Leaside Aerodrome](#) 1917–1918 (Artillery Cooperation School)
- [Long Branch Aerodrome](#) 1917–1918
- Curtiss School of Aviation (flying-boat station with temporary wooden hangar on the beach at Hanlan's Point on Toronto Island 1915–1918; main school, airstrip and metal hangar facilities at Long Branch)
- Camp Rathbun, [Deseronto](#) 1917–1918 (pilot training)
- Camp Mohawk (now [Tyendinaga \(Mohawk\) Airport](#)) 1917–1918 – located at the Tyendinaga Indian Reserve (now [Tyendinaga Mohawk Territory](#)) near [Belleville](#) 1917–1918 (pilot training)
- Hamilton (Armament School) 1917–1918
- Beamsville Camp (School of Aerial Fighting) 1917–1918 – located at 4222 Saan Road in [Beamsville, Ontario](#); hangar remains and property now used by Global Horticultural Incorporated

Further information: [Royal Flying Corps Canada](#)

https://en.wikipedia.org/wiki/Royal_Flying_Corps#Canada